



Steering Committee Meeting

Oct 16, 2025



Item 1:

Roll Call



Item 2: Meeting Overview

What We're Going to Do Today:

- **Where We've Been** – General Category Allocations
 - Informational Presentations
 - Existing Neighborhood Roads
 - Public Transportation
 - Active Transportation
- **Informational Presentations** – What Can Measure C Buy and What Are The Gaps?
 - Regional Program
 - Other
- **Implementing Guidelines**
 - Review Periods
 - Amendments
 - Oversight Committee



Item 3:

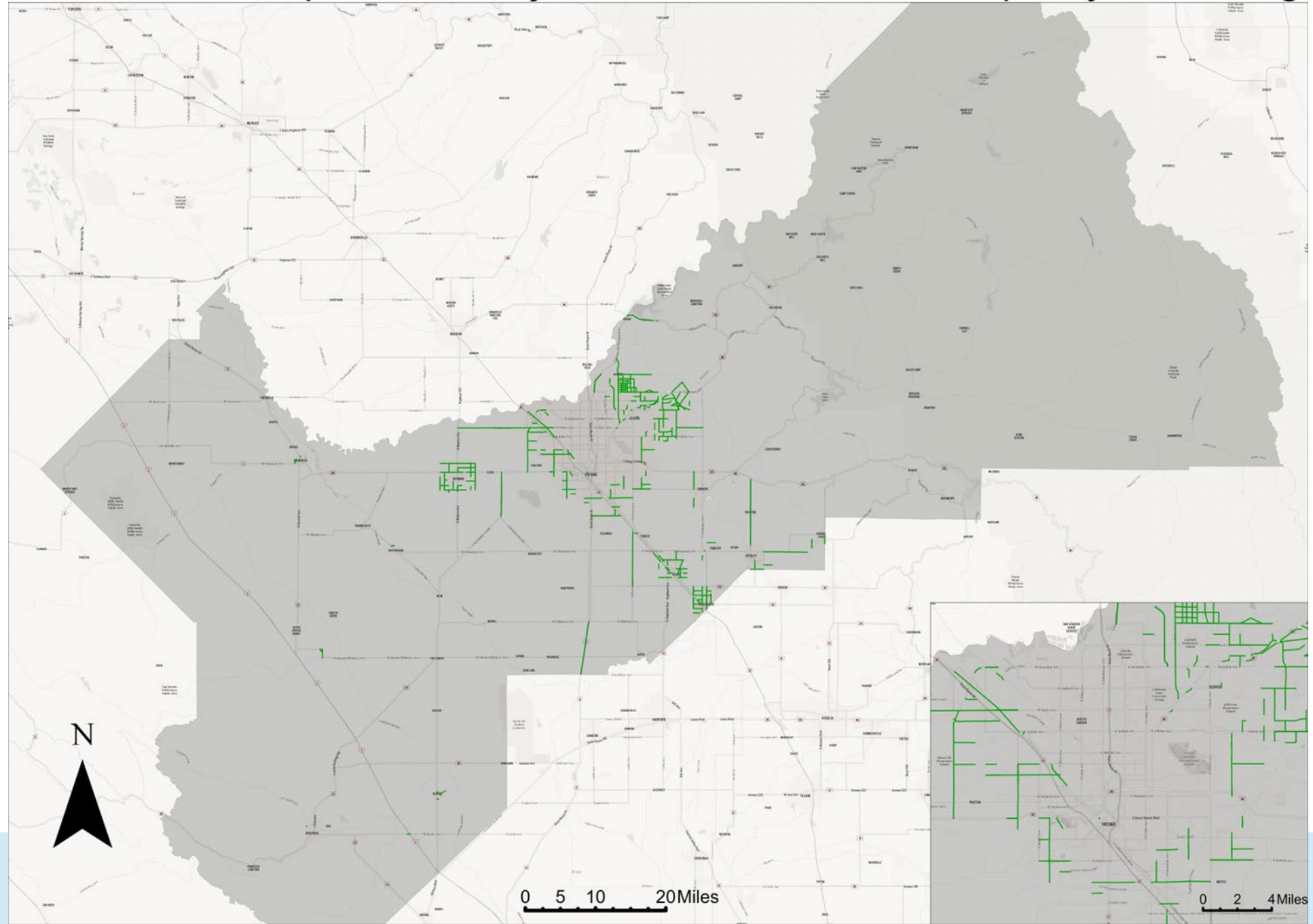
Category Informational Presentations

Regional Connectivity

Based on the current Measure C distribution, City of Fresno Airports receives 1% of the Measure's funding. The rest of the Regional Program, from the Steering Committee's initial allocation would then receive 9% of the Measure's funding.

Regional Projects	\$665,875,187	9%
Airports	73,986,131	1%
Total	\$739,861,318	10%

2026 RTP Transportation Projects - Streets & Roads Capacity Increasing



Other Programs

Current Measure C programs administered by Fresno COG & FCTA:

- **Senior Scrip Program (.79%)**
- **Farmworker Vanpool Program (.58%)**
- **Carpool/Vanpool Program (.58%)**
- **New Technology Program (2.1%)**
- **Transit Oriented Infrastructure for In-Fill Program (1.2%)**
- **School Bus Replacement Program (2.3%)**

Senior (Taxi) Scrip Program

Provides Fresno County residents who are 70 years of age and older with a 75% discount on ride fares for taxis, Uber, Lyft and Non-Emergency Transportation - 9,198 seniors currently enrolled

2024 Scrip Sales	Seniors who purchased	Amount of Scrip Purchased
Paper Scrip for taxis	555	\$338,977
E-Scrip for Lyft/Uber	401	\$240,520
Totals	956	\$579,497

Paper Scrip Data by Calendar Year	Total Users	Total Taxi Trips
2024	579	4,330

E-Scrip Data	Total Users	Total Lyft/Uber Trips	Average Trip Distance	Average Lyft/Uber Trip Cost
2024	432	10,684	5.78 miles	\$19.48



Senior Scrip Program

- **\$863,418** was allocated for 2023-2024
- **\$528,908** was actually budgeted leaving surplus of **\$334,510**.
- **\$4.4 million** has been held in reserves with \$2.5 million reallocated to Safe Routes to Schools
- This is due to “overfunding” of this program in the current Plan.



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Agricultural VanPerks Program



Provides monthly subsidies and expense reimbursements to new and existing ag vanpools that originate in Fresno County. All subsidies are currently paid to CalVans.

Fiscal Years	Total number of leased Vanpools	Total number of riders in leased Vanpools	Total amount reimbursed
2023-2024	28	297	\$189,429
2024-2025 (as of June 3)	29	315	\$155,558.65

- [Pre-COVID ridership: 54 Vanpools with 585 total riders](#)
- Current Average daily trip length: 67 round-trip miles per day
- Current Average monthly trip cost: \$1,332 (2,000 miles per month)



Agricultural VanPerks Program

- **\$633,418** was allocated for 2023-2024
- **\$275,377** was actually budgeted leaving surplus of **\$358,041**
- **\$3.4 million** has been held in reserves with \$2.5 million reallocated to Safe Routes to Schools
- This is due to “overfunding” of this program in the current Plan.



Commuter VanPerks Program

Fiscal Year	Total number of leased Vanpools	Total number of riders in leased Vanpools	Total received subsidy amount
2023-2024	55	406	\$211,745
2024-2025 <i>(as of June 3)</i>	58	493	\$117,600

Round trip length varied from 44 miles (Kingsburg to Fresno) to 219 miles (Fresno to Avenal)

Average trip cost - \$1,350 per month, traveling 2,900 total miles

July 2019 – June 2020:
(Pre-COVID) - 60 Vanpools with 620 riders



CarPerks Program

Monthly cash incentive awards for carpooling are operated through Valleyrides.com

Fiscal Years	Trip Logs Submitted	Active Participants	CO2 Reduced In Metric Tons
2023 - 2024 fiscal year	118,113	457	1,369.82
2024 - 2025 fiscal year (as of June 3, 2025)	119,682	447	1,435.44



Pre-COVID: 1,378 active participants

Valleyrides database:

- Registered users: 1818
- New registrants since July 1, 2024: 251
- Average carpool round-trip length: 37.8 miles
- Amount of CO2 reduced since July 2021:
4,918.08 tons



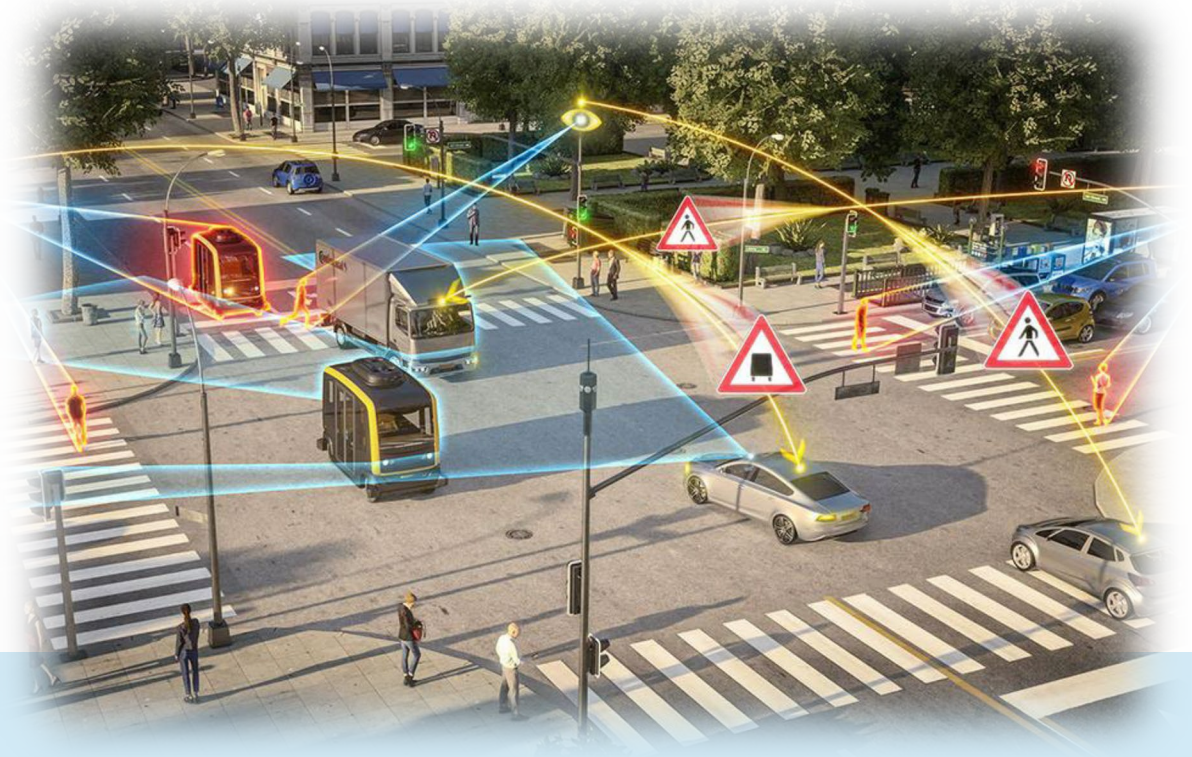
Commuter VanPerks & CarPerks

- **\$633,902** was allocated for 2023-2024
- **\$390,917** was actually budgeted leaving surplus of **\$242,985**.
- **\$1.9 million** has been held in reserves with \$1 million reallocated to Safe Routes to Schools
- This is due to “overfunding” of this program in the current Plan.



New Technology Reserve Fund

- Technological advances in public systems
- Safety features
- Fuel efficiencies and alternatives
- Intelligent transportation system (ITS) applications
- Information dissemination
- Passenger safety and satisfaction
- Capital improvements and operating efficiencies
- Environmental pollution reduction
- Less dependence on fossil fuels



Measure C New Technology Reserve Fund

Three New Tech Cycles completed to date:

Cycle 1 - 2016	\$8 million
Cycle 2 - 2018	\$6.4 million
Cycle 3 - 2020	\$5.3 million
Cycle 4 – 2022	\$4.65 million
Cycle 5 – 2024	\$7.2 million
Total	\$31.55 million



New Technology Reserve Fund Projects

- City of Fresno – ITS Dynamic Downtown
- Fresno Air Terminal – Parking Structure Technology
- FCRTA Electric Vehicle – Ultraviolet Sterilization
- City of Clovis – Electric Bus Pilot Project
- City of Fresno – Fresno City College
Advanced Propulsion
Systems Training
- City of Fresno – ITS Dynamic Downtown 2
- FCRTA – Rural Electric Vehicle Utilization Project
- FCRTA - Electric Bus/Rail Connector Project



New Technology Reserve Fund Projects

- Sustainable Aviation Project
- Fresno State Transportation Institute
- FCRTA – Selma Charging Station
- FCRTA – Kingsburg Resiliency Hub Phases 1 & 2
- Clovis Transit ITP
- City of Fresno - Next Generation ITS
- City of Fresno Advanced Technology Pilot Project
- City of Reedley Manning Ave Adaptive Signal Control Technology Project



Transit Oriented Development

- Supports community-based transit projects with broad private-public partnerships and outreach
- Improves the range of transportation choices by supporting transit facilities & improving links between facilities & activity nodes
- Supports well-designed, high-density housing & mixed uses near transit
- Supports livable, viable & sustainable transit oriented healthy communities that promote walking, biking, & the use of public transit & reduce private vehicle dependence
- Reduces vehicle trips, & improves air quality

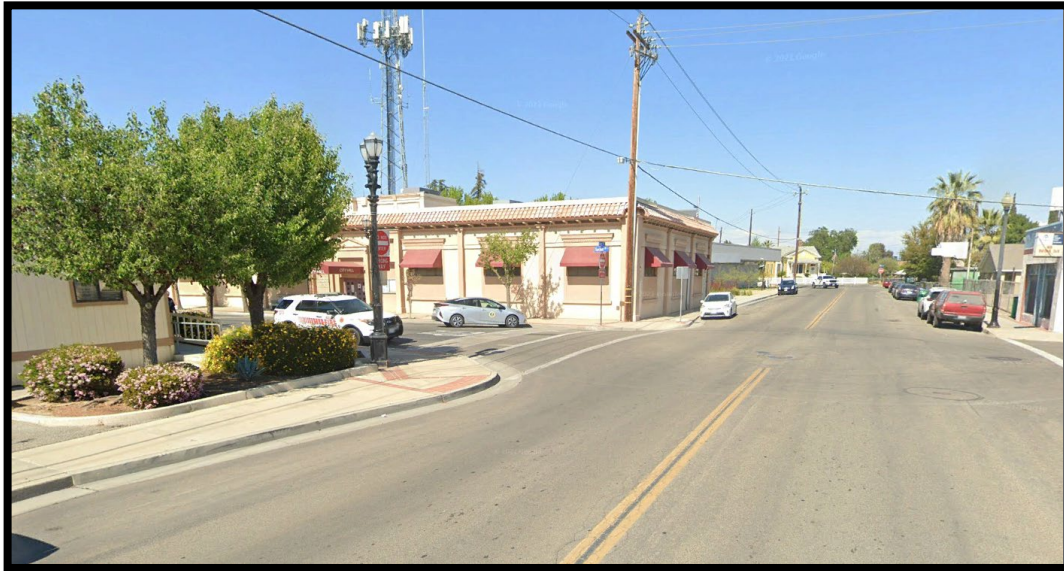
\$15.2 Million



Projects Funded by Measure C TOD Program

Project:	Award
Fulton Mall Redevelopment Project Billings	\$3,374,810.00
Impact Fee Forgiveness For Downtown Housing Program Billings	\$889,285.00
Broadway Off-Site Improvements (Calaveras to San Joaquin) Construction Phase Billings	\$303,658.00
Broadway-Fulton Alley Improvements (Calaveras to San Joaquin) Construction Phase Billings	\$456,250.00
Broadway-Fulton Alley Improvements (San Joaquin to Amador) Construction Phase Billings	\$63,000.00
L Street Storm Drain Improvements (Calaveras to San Joaquin) Construction Phase Billings	\$89,680.00
Met Block Off-Site Improvements on Fulton (Calaveras to Stanislaus) Construction Phase Billings	\$455,326.00
South Stadium Project (Noyan Frazier Capital, LLC)	\$711,085.00
Blackstone & McKinley TOD Offsite Improvements	\$478,000.00
Clovis Landmark Commons	\$250,000.00
Downtown Kingsburg Strategic Plan	\$157,000.00
Clovis Landmark Commons	\$300,000.00
Fancher Creek Trail Project	\$475,219.00
Merced Street Reconnection Project	\$75,000.00
Transit-Oriented Tower Project	\$347,860.00
Kings Canyon TOD Connectivity Plan	\$325,000.00
Selma Downtown and Civic Center Transit Oriented Improvement	\$270,000.00
Reedley Family Apartments – Phase II	\$200,000.00
Peach Avenue Bus Stop, City of Clovis	\$200,000.00
Mixed Use Student and Workforce Housing Project, City of Reedley	\$300,000.00
Merced Street Reconnection Project, City of Fresno	\$62,000.00
Downtown Selma Revitalization and Strategic Plan	\$167,000.00
Merced Street Reconnection Project, City of Fresno	\$1,176,000.00
Blackstone Avenue Smart Mobility Project, City of Fresno	\$450,000.00
Downtown Kingsburg Transit Oriented Development Infrastructure Improvements - Phase 1	\$396,165.00
City of Fowler Bikeway to Transit	\$143,767.00
Senior Activity Center and Housing Street Improvement, City of Fresno	\$1,382,945.00
Ventura Avenue Affordable Housing Street Improvement Project, City of Fresno	\$342,923.00
West Shaw TOD Corridor and Town Center Planning Grant, City of Fresno	\$400,000.00
Downtown Streetscape Plan, City of Fowler	\$77,078.00
Merced Street Improvement - Phase 1, City of Fowler	\$529,639.00
Street Incentive along Ventura Avenue (Cesar Chavez Boulevard) between 7th and 8th Streets, City of Fresno	\$619,207.00
Blackstone Avenue Smart Mobility Project between State Route 180 & Pine Avenue (south of McKinley Avenue)	\$170,000.00
Selma Downtown and Civic Center Transit Oriented Improvements, City of Selma	\$263,000.00
Downtown Streetscape Plan and Merced Street Implementation (Phase 1), City of Fowler	\$450,000.00
Subtotal:	\$16,350,897.00
Total Expended:	\$15,203,847.30

Fresno	\$11,936,163.00
Clovis	\$750,000.00
Kingsburg	\$553,165.00
Fowler	\$1,200,484.00
Selma	\$700,000.00
Reedley	\$500,000.00
Subtotal	\$15,639,812.00
Unused Returned to Pot	\$435,964.70
Total	\$15,203,847.30



City of Selma—12th Cycle 2024

Downtown & Civic Center Transit-Oriented Improvements



City of Fresno – 3rd Cycle 2014

Fulton Mall Reconstruction

Administration

Administration/Planning Program	Percentage	2023-24 Revenue to Date with Interest	2007-27 Revenue to Date with Interest
Administration/Planning Program - Total	1.50%	\$2,607,616.58	\$31,337,072.10
Fresno County Transportation Authority (FCTA) - Administration	1.00%	\$1,222,758.69	\$13,274,916.03
FCTA - Services and Supplies		\$836,312.77	\$11,837,057.18
Council of Fresno County Governments (Fresno COG)	0.50%	\$548,545.12	\$6,225,098.92

Administration

- The Fresno County Transportation Authority (FCTA) and the Fresno Council of Governments (Fresno COG) co-manage the Measure C programs.
- FCTA manages the overall distribution of funding to the jurisdictions and transit agencies across the general categories, as well as receives audit reports and responds to any findings of those reports.
- Fresno COG manages several Measure C programs like Senior Scrip, Commuter Vanpools, and the AgWorker Vanpool and Carpool Incentive programs.

RTP Federal Funding

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
Active Transportation Program (ATP) – Regional	Bicycle/ Ped.	Formula	\$2,456,955	\$34,854,986	\$84,549,862
ATP – Statewide Awards	Bicycle/ Ped.	Competitive	\$3,192,428	\$45,307,033	\$109,904,027
BUILD Grants Program	Capacity Projects	Competitive	\$4,224,109	\$59,949,680	\$145,421,163
Congestion Mitigation and Air Quality Improvement (CMAQ)	Mixed- Use	Formula	\$16,269,771	\$230,901,071	\$560,110,787
FTA 5307 (Urbanized)	Transit	Formula	\$12,561,520	\$178,273,463	\$432,448,794

RTP Federal Funding

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
FTA 5310 – Enhanced Mobility	Transit	Formula	\$720,981	\$10,232,184	\$24,820,831
Highway Safety Improvement Program (HSIP)	Mixed- Use	Competitive	\$1,291,531	\$17,322,130	\$39,290,778
Infrastructure for Rebuilding America (INFRA)	Capacity Projects	Competitive	\$750,000	\$10,644,022	\$25,819,853
Surface Transportation Block Grant (STBG)	Mixed- Use	Formula	\$15,531,047	\$220,417,078	\$534,679,127
TOTAL			\$56,997,342	\$807,900,647	\$1,957,045,222

RTP State Funding

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
Transit & Intercity Rail Capital Program (TIRCP)	Transit	Competitive	\$14,616,700	\$207,440,638	\$503,201,387
Interregional Transport. Improv. Program (ITIP)	Mixed- Use	Competitive	\$1,210,000	\$16,229,629	\$36,810,454
Local Partnership Program (LPP)	Mixed- Use	Formula	\$2,020,000	\$28,667,900	\$69,541,470
Loc. Part. Program (LPP) Competitive	Mixed- Use	Competitive	\$777,000	\$11,027,207	\$26,749,367
Article 3, LTF – Bike/Ped Shares	Bicycle/ Ped.	Formula	\$1,176,387	\$16,695,319	\$40,498,852

RTP State Funding

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
SB125 Approved	Transit	Formula	\$54,530,648	\$54,530,648	\$54,530,648
Section 190 Grade Separation Program	Maint./ Operations	Competitive	\$138,010	\$1,958,642	\$4,751,197
Solutions for Congested Corridors (SCCP)	Mixed-Use	Competitive	\$189,426	\$2,688,339	\$6,521,269
State Highway Operations and Protection Program (SHOPP)	Maint./ Operations	Competitive	\$70,327,750	\$998,093,507	\$2,421,136,191

RTP State Funding

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
State Transit Assistance (STA)	Transit	Formula	\$10,341,764	\$146,770,620	\$356,030,430
State Transportation Improvement Program (STIP Regional)	Mixed-Use	Competitive	\$16,670,000	\$236,581,133	\$573,889,258
Trade Corridor Enhancement Program (TCEP/SB-1 Competitive)	Capacity Projects	Competitive	\$520,298	\$6,978,283	\$15,828,434
TOTAL			\$172,517,983	\$1,727,660,865	\$4,109,488,957

Fresno COG RTP Projects and Cost 2026-2050

Category	Number of Projects	Estimated Cost of Projects
Active Transportation	737	\$802,251,000
Existing Neighborhood Roads	1,630	\$3,424,641,000
Public Transportation	152	\$3,134,223,000
Regional Connectivity	295	\$2,498,266,000
Total*	2827	\$9,912,186,000
Forecasted Measure C Revenue to 2050		\$4,329,337,000

*Includes 10 additional "other" projects totaling \$52m

Category	Estimated Cost of Projects	Federal Funds*	State Funds*	Remaining Funding Gap
Active Transportation	\$802,251,000	\$183,481,000	\$40,498,000	\$578,272,000
Existing Neighborhood Roads	\$3,424,641,000	\$604,734,000	\$1,004,322,000	\$1,815,585,000
Public Transportation	\$3,134,223,000	\$647,297,000	\$725,561,000	\$1,761,365,000
Regional Connectivity	\$2,498,266,000	\$471,241,000	\$324,091,000	\$1,702,934,000
Total**	\$9,912,186,000	\$1,906,753,000	\$2,094,472,000	\$5,858,156,000

Projected Measure C Revenue collected by Jan 1, 2050 is \$4,329,337,000

RTP goes up to Jan/1/2050

*Reasonably expected funds (formula + some competitive)

**Includes 10 additional "other" projects totalling \$52m



Item 4:

Break – 10 minutes



Item 5: Implementing Guidelines

Review Periods

Reviews of Transportation Sales Tax Measures generally consider:

- Changes in policies and regulations
- Changes in land use, travel, and growth projections
- Changes in project cost estimates and revenue projections
- Right-of-way constraints and other project constraints
- The progress that has been made to date on implementation of the measure and the public support of the measure

Review Periods

- Typically, the process takes two years and includes a year-long analysis review and another year of public and stakeholder engagement.
- As part of the analysis, ensuring fiscal accountability as well as the effectiveness of projects and programs funded by the measure are critical to the measure's success.
- The review process will help determine if any adjustments are needed to maximize benefits for residents and users of the transportation network.

Amendments

- As part of the review periods, as well as outside of the review periods, amendments typically need multiple layers of approval, including from the Board of the transportation agency that is administering the measure's programs and from local jurisdictions within the county.
- For the current measure, an amendment needs approved by the Board of Supervisors and then approved by a majority of the cities representing a majority of the county's population.
- Public hearings are required for all amendments before any votes on adoption can take place.
- The Oversight Committee can not be amended out of the plan.

Oversight Committee

County/Measure	Oversight body (size)	Who appoints / who can serve	Meeting cadence	Required audits & reports	Notable powers / limits
Fresno – Measure C (2006 extension)	Citizen Oversight Committee (13)	Mix of at-large and stakeholder seats with geographic balance across supervisorial districts, FCMA, rural east/west, cities; detailed residency composition in nomination form. Supported by Fresno COG.	Monthly or on an as-needed basis.	Reviews spending, audits; informs the public via reports.	Ensures expenditures match Expenditure Plan; advisory/reporting focus (no explicit authority to hire its own auditor).
Los Angeles – Measure M (2016)	Measure M Independent Taxpayer Oversight Committee (7)	Expertise-based seats incl. a retired judge; minimum experience requirements; 5-year terms; LA County residency; conflict-of-interest rules.	Meets at least quarterly.	Annual independent financial/compliance audits; annual public report.	Can direct scope of work of auditors ; must review debt issuances, ordinance amendments, and subfund/local return uses; holds annual public hearing; findings posted online. Strongest toolset in this set.

Oversight Committee

San Diego (SANDAG) – TransNet	Independent Taxpayer Oversight Committee (ITOC) (7)	Appointed by SANDAG; professional qualifications defined in ordinance/expenditure plan.	Meets monthly (public).	Annual fiscal & compliance audits and a performance audit every 3 years.	Can recommend improvements to financial integrity/performance; budget up to \$250k/yr (CPI-adjusted) for ITOC activities.
Santa Clara – 2016 Measure B (VTA)	2016 Measure B Citizens’ Oversight Committee (MBCOC)	Bylaws govern membership/operations under VTA Board; constituted by the ballot measure.	Set by bylaws; standing public body.	Annual independent audit; annual public report on use of funds relative to ballot language.	Ensures expenditures align with ballot language; advisory/reporting emphasis within VTA admin code framework.
Alameda – Measures B (2000) & BB (2014)	Independent Watchdog Committee (IWC)	Created by the expenditure plans; bylaws updated 2022 detail membership & procedures under Alameda CTC.	Standing body; cadence per bylaws.	Scrutinizes all Measure B/BB expenditures; reports directly to the public annually.	Watchdog with direct-to-public reporting; operates under Commission bylaws—strong transparency but fewer explicit powers than LA’s ITOC.

Oversight Committee

Orange – Measure M/M2 (OC Go)	Taxpayer Oversight Committee (TOC)	Independent body formed after original Measure M; recruitment is district-based via OCTA.	Regular public meetings with posted agendas/materials	Oversees compliance with Ordinance; periodic performance assessments reported publicly.	Ensures all revenues are spent on voter-approved uses; independence and scope anchored in the Renewed M2 ordinance; ongoing debates have focused on strengthening safeguards.
San Bernardino – Measure I	Independent Taxpayer Oversight Committee (ITOC)	Established by ordinance; citizens provide review of Measure I spending by SBCTA.	Noted as a standing public committee	Reviews for conformance with Expenditure Plan & Ordinance	Advisory/review role tied to Ordinance No. 04-01; emphasis on conformity rather than auditor-direction powers.
Sonoma – Measure M (Go Sonoma Act)	Citizens Advisory Committee (doubles as Measure M oversight) (≈25)	20 members from community groups + 5 public-at-large; serves as independent oversight for Measure M	Standing advisory committee to SCTA	Reviews projects/policies/funding and provides input prior to SCTA action and provides input prior to SCTA action.	Oversight via advisory CAC rather than a separate “auditor-driven” committee; focus on review & recommendations

Oversight Committee

What varies most across counties?

- Independence and audit control. LA Metro's Measure M Oversight Committee can **approve and direct auditors' scope and must review debt and ordinance amendments** – a robust set of tools compared to other measures.
- Composition. Fresno's 13-member Oversight Committee is unusually **geography-balanced**, while others such as LA's is **expertise-based**.
- Reporting. Alameda and Santa Clara Oversight Committees issues **direct annual reports to the public on spending vs. promises**. LA's Oversight Committee holds a **mandated annual public hearing on their audits**.
- Meeting cadence and public access. San Diego's Oversight Committee **posts monthly public meetings and audit schedules**. LA's Oversight Committee **meets quarterly**.

Oversight Committee

Practical takeaways for benchmarking

1. **Bake powers into the ordinance/expenditure plan.** The strongest models explicitly authorize the committee to commission or direct audits and to review debt and amendments.
2. **Fund the oversight.** Dedicated budget lines prevent the committee from depending on the implementing agency's goodwill.
3. **Balance expertise and representation.** LA's skills-based seats yield technical rigor; Fresno's geographic allocation ensures countywide legitimacy.
4. **Require performance audits (not just financial).** San Diego's every-three-years model is a good template for looking at outcomes, not only compliance.
5. **Mandate annual public hearings and web posting.** LA's approach institutionalizes transparency beyond just documentation.



Item 7:

Next Steps

Steering Committee Meetings

- **General Category Allocations** – Discussion, Re: Options to Arrive at Final Numbers
- **Next Meetings**
 - **Wed., Oct. 29, 3-5:30 p.m.**, *(General Category Allocation Vote, if Necessary, and Comment on Draft Implementing Guidelines) [Tentative]*
 - **Thur., Nov. 6, 3-5:30 p.m.**, *(Final Vote on Steering Committee's Recommended Measure C Expenditure Plan and Implementing Guidelines [Tentative])*
- **Homework**

Item 8: Adjournment

